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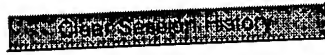
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[Sener, P.P.](#) [Greene, E.R., Jr.](#)

PHE Consulting Services, Brecksville, OH, USA;

This paper appears in: [Power Systems, IEEE Transactions on](#)

Publication Date: Feb. 1997

Volume: 12., Issue: 1

On page(s): 230 - 244

ISSN: 0885-8950

CODEN: ITPSEG

INSPEC Accession Number:5530391

Digital Object Identifier: 10.1109/59.574944

Posted online: 2002-08-06 21:26:42.0

Abstract

This paper presents the results of a survey of the power system planners across the United States. The survey was conducted among investor owned, rural electric cooperative and municipal electric companies. The intent of the survey was to identify the three top technical problems facing power system planners. Results indicate that the major concern for the uncertainties in the electric utility industry and the related technical

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New Tokaido line

Fujii, M.

This paper appears in: [Proceedings of the IEEE](#)

Publication Date: April 1968

Volume: 56, Issue: 4

On page(s): 625 - 645

ISSN: 0018-9219

Posted online: 2005-06-28 14:46:36.0

Abstract

This paper describes the technical features of the New Tokaido Line and is composed of Section I presents the historical and social background of the construction of the NTL. Section II presents the technical and economic studies on the relation of the NTL to the existing narrow-gauge line, economic influences, etc., which were used in making the fundamental decisions about the maximum train speed, motive power, etc. Section III presents the features of the operation of the new line. Section IV gives a comparison with the narrow-gauge line, describes the features of the roadbed, bridges, tunnels, track, buildings, power source, overhead equipment, signaling, and communication facilities, and mentions a study on high-speed train operation of similar facilities. Section V discusses the Railway Technical Research Institute and on the test run section. Section VI discusses the measures taken to solve the problems involved since the inauguration of the new line and the measures taken to solve the problems involved since the inauguration of the new line and the measures taken to solve the problems involved since the inauguration of the new line. Section VII describes the present state of maintenance of the New Tokaido Line as an extension of the New Tokaido Line is presented in Section VII.

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Teito rapid transit authority's automatic train operation

Shirai, Y. Ishihara, Y.

This paper appears in: [Proceedings of the IEEE](#)

Publication Date: April 1968

Volume: 56, Issue: 4

On page(s): 605 - 615

ISSN: 0018-9219

Posted online: 2005-06-28 14:46:36.0

Abstract

The traffic congestion in and around Tokyo has become intensified year after year, and thus to be looked upon as the most effective way of eliminating it, or alleviating it to an appreciable extent. The Teito Rapid Transit Authority (TRTA) in Japan has had an automatic train control (ATC) system for many years to ensure safety adequately while fully exploiting its service efficiency. With the ever-increasing population and transport demand, the Authority in its quest for higher efficiency in train operation pioneered in developing an automatic train operation (ATO) system and has been operating it on the Hibiya Line since 1962. Under the ATO, all train functions—starting, power running, coasting, stopping—are performed automatically. The motorman simply presses a pushbutton to start the train, then runs on safely under ATC and stops smoothly, accurately, and automatically at the station. The Authority is satisfied with the results of tests in regard to the durability, reliability, and accuracy of the ATO system in regard to riding quality. The Authority is convinced that by putting this new system into operation, it can carry on passenger service at a shorter headway, with greater safety and accuracy, and increase track capacity to some extent. Further study is now under way to improve the system by combining the ATO with a traffic control system and an inductive radio system, in order to exercise group control over the track.

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General survey of the possible applications and development tendencies of magnetic levitation technology

Rogg, D.

Dornier Systems GmbH, Friedrichshafen, Germany

This paper appears in: [Magnetics, IEEE Transactions on](#)

Publication Date: Sep 1984

Volume: 20, Issue: 5

On page(s): 1696 - 1701

ISSN: 0018-9464

Posted online: 2003-01-06 16:49:44.0

Abstract

The most important versions of the magnetic levitation technique are expounded in the programme of the magnetic levitation development in the Federal Republic of Germany in the electromagnetic levitation technique and its development up to operational readiness and accounted for. The present survey emphasizes the main advantages of the levitation specific characteristics, defines fields of application and shows concrete possibilities of optimum development are briefly pictured.

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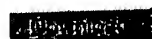
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Motorcycle modeling for high-performance maneuvering

[Hauser, J.](#) [Saccon, A.](#)

This paper appears in: [Control Systems Magazine, IEEE](#)

Publication Date: Oct. 2006

Volume: 26 , Issue: 5

On page(s): 89 - 105

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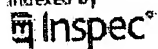
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Robotics and Automation, IEEE Transactions on
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Volume 11, Issue 6, Dec. 1995 Page(s):807 - 818
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IEEE JNL IEEE Journal or Magazine

IET JNL IET Journal or Magazine

IEEE CNF IEEE Conference Proceeding

IET CNF IET Conference Proceeding

IEEE STD IEEE Standard



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Compensation of axle-generator errors due to wheel slip

Saab, S.S. Nasr, G.E. Badr, E.A.

Lebanese American Univ., Byblos, Lebanon;

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Abstract

Significant errors of train axle generators (tachometers) are due to wheel slip and slide. A designed to compensate for these errors. The algorithm identifies the wheel slip and slide variation of the processed vehicle longitudinal acceleration. Whenever wheel slip/slide is vehicle speed is adjusted if a certain condition is met. The adjustment is a simple linear in the two speed values recorded before and after wheel slip/slide detection. In addition, a acceleration observer using a Kalman filter is implemented. Experimental results using th encoders aboard a freight train are provided to illustrate the performance of the proposed

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[Kalman filter](#) [error compensation](#) [freight train locomotive](#) [linear interpolation](#) [train axle generators](#) [train positioning](#) [vehicle longitudinal acceleration](#) [vehicle wheel slide](#) [wheel slip](#)

Author Keywords

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Optimising vehicle positioning systems on automatic rail study

Wallace, P.R.

This paper appears in: Developments in Mass Transit Systems, 1998. International C Publ. No. 453)

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Abstract

As Prime Contractor for the Docklands Light Railway System Prime Contract, Booz-Allen venture with Brown and Root Projects Ltd.) was responsible for completing the design an new advanced signalling system, new vehicle fleet and implementing organisational chan integration of the new advanced signalling system with the new vehicle fleet. As the DLR railway system, the control and stopping accuracy of the vehicles was absolutely critical t operation of the system. A major challenge for Booz-Allen was to optimise the on-board s algorithm to stop the vehicles (at stations) reliably within a ± 50 cm window for 99.99% of more stringent safety target was to ensure that undetected errors in the train position con accumulate so as to permit a train to stop and enable its doors beyond any station platfor than 10^{-9} per hour. Booz-Allen implemented a detailed design and test programme to opt control algorithm. This paper discusses the process adopted, details the design issues as achieving safe station stops, and presents actual test data collected throughout the test a programme

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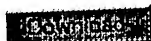
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Programmable digital vehicle control system

Lang, R.P. Freitag, D.B.

The Boeing Company, Seattle, Washington

This paper appears in: **[Vehicular Technology Conference, 1978. 28th IEEE](#)**

Publication Date: 22-24 March 1978

Volume: 28

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Abstract

The Programmable Digital Vehicle Control System or PDVCS is based upon the Intel 808 and is designed to replace the hardwired, discrete components traditionally used in the on automated rapid transit vehicles. Although designed specifically for the Advanced Group system under development by The Boeing Company, with funding by the Department of T PDVCS can easily be adapted for use in any automated transit system. A breadboard PD programmed to perform the basic AGRT longitudinal control system functions, including c emergency braking, and has been subjected to closed-loop laboratory testing. Prototype 7th order nonlinear analog computer simulation of motor, brake and vehicle dynamics we control loop for test purposes; command scenarios were input manually. The test results feasibility of microcomputers in on-board vehicle control and show their capability to meet requirements associated with a short headway (3 second) system.

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Learning based on conceptual distance

[Kodratoff, Y.](#) [Tecuci, G.](#)

Lab. de Recherche en Inf., Univ. de Paris-Sud, Orsay, France;

This paper appears in: [Pattern Analysis and Machine Intelligence, IEEE Transactions](#)

Publication Date: Nov. 1988

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ISSN: 0162-8828

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INSPEC Accession Number: 3322968

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Abstract

An approach to concept learning from examples and concept learning by observation is based on a intuitive notion of conceptual distance between examples (concepts) and numerical methods. The approach is based on the observation that very different examples that is very far from each of them, while identical examples generalize to them. The authors propose some domain-independent and intuitively justified estimates for distance. A hierarchical conceptual clustering algorithm that groups objects so as to maximize cohesiveness (a reciprocal of the conceptual distance) of the clusters is presented. It is shown that clustering can improve learning from complex examples describing objects and the relationship

Index Terms

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